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TWO EXCELSIORS AND ONE INDIAN IN FINAL DASH

LOS ANGELES, May 29.—Four battle-scarred men and machines, all who survived of the ten starters, shot up to the Los Angeles M. C. clubhouse tonight at dusk and John Hancock the final control sheets which rung down the curtain on the annual club endurance run, 987 miles this year, and the greatest man and machine wrecking motorcycle contest which ever has been staged on American roads. Three of the four veterans of the three-day conflict with the worst mountain and desert trails which could be picked to compose an endurance course, rolled in with that mighty good feeling that always goes with the road rider's knowledge that he has a perfect score. The blue ribbon was composed of Wells Bennett and Ray Starnes, of the Excelsiors, and Fred Laddow on a 1911 Indian. Along with the honor division, lost in a slightly less joyful frame of mind, came J. A. Fletcher on a 1916 Indian. Fletcher had a dent in his score for being late at control on the first day, and was reported to have earned a 21-point penalty.

No Perfect Scores Expected
That there should have been any perfect scores was considered remarkable by those intimately familiar with the battle ground, for none were expected. The club contest committee frankly admitted that the pathfinders had been ordered to lay out a "hard" course for this year's run, and that was stating it very mildly and velvety indeed. Those who were wise enough to "feel out" the course before the run started brought back reports that it was a "killer" both for man and machine under the fast 25-mile-an-hour schedule laid down. This was amply proven both by the statements of the men who finished, and the retirement records of those who fell in action. The opinion is unanimous that this year's run was by far the toughest in every respect that has ever been held in the West, if not in the entire United States. It is no secret that the fast schedule and the reports brought back by the men who tried out the course were responsible for scaring off more than a couple of prospective entries.

As the shadows of a chill and bleak night began to scamp before the first rays of approaching dawn in the eastern sky, muffled figures loomed up at the clubhouse cut of the stygian darkness, coming from the four winds, and heralding their approach in the snoring-like stillness of the morn with that familiar rat-tat-tat which invariably means one of two things, a Gatling gun or a motorcycle. They came solo and tandem, in one's and two's. Some seem to take the long trail in pursuit of gold and glory, others to witness the start and wish the contenders luck, and still others to place the seal of officialdom on the proceedings.

There was a busy stir around the clubhouse, and small groups gathered here and there in the dusk of dawn, some speculating on what So-and-So would probably do, or in the case of the contenders themselves, trying to remember if they had forgotten anything and talking over plans with team-mates. The sky was leaden and ominous looking, but no self-appointed weather prophet ventured to suggest rain—no indeed, not in Southern California on the threshold of June! On the Eve of Battle
The stars were out for the releasing of the small but brave band of explorers, the men on their adventurous and hazardous expedition. President A. H. Longley sat at the table on the lawn with the check-out sheets before him and watch in hand. Schedule cards for the first day and riding numbers were distributed to the ten men who had enlisted for the fray. There were two teams, Indian and Excelsior, each consisting of three riders, while the other four starters rode as individuals.

SMALL MORELAND TRUCK ON MARKET

At a recent gathering of transportation experts in New York City, during the course of which Watt Moreland, manager of the Moreland Motor Truck company of Los Angeles, stated that he would manufacture a three-quarter ton motor truck that would turn the eyes of the commercial car world to ward the coast, few realized the importance of the California truck magnate's prediction.

Moreland knew whereof he spoke. The truck user was due for a huge surprise, as the new Moreland was already in the final stages of construction. The largest model is fully in keeping with Moreland traditions and progress in every respect, and embodies all the refinements and improvements suggested in years of experience in the manufacture of power wagons of every description.

From radiator to tail-light the miniature Moreland is designed and constructed along purely truck lines. The first instalment was rolled on the assembly floor of the big truck plant the quite recently and have since been subjected to the most severe tests possible.

Designed especially for the requirements of western transportation and equipped with the Moreland gasifier and worm drive the future of the little Moreland is already assured. The first truck has been on the road less than a week and a large number of orders have been closed.

For the present the little three-quarter tonner will be manufactured at the rate of 50 a month.

The American Sugar Refining Co., has accepted an additional order from the British Commission to refine sugar at its Chulmet plant in Louisiana.

WAY TO MORE MILEAGE FOR OWNERS AND THOUGHTFUL DRIVERS OF CARS

IN 24 CHAPTERS—CHAPTER 10

Deterioration, contrary to the general impression, is not necessarily a result of age, but is largely influenced by the conditions under which tires are held in stock.

When exposed to the light and sun, especially to the hot summer sun, the rubber will dry out, harden and the efficiency and life of the tire will be impaired. As a protection from light, when held in stock by a dealer or carried as an extra by the user, tires are wrapped in paper—this also serves to preserve the shape of the tire. It is recommended that the paper wrapper be left on extra tires, or, if the paper be removed, it is a good plan to put the tires into service for a short time until the rubber becomes soiled—filling the pores and covering with a thin coating of dirt will have a preservative effect.

Tires should not be kept in a warm place for any great length of time, as light and heat will cause the sulphur to come to the surface and make the rubber minutely porous. After "gum checking" or oxidation takes place the nerve or fiber of the rubber is destroyed, with consequent effect upon the flexibility and durability. A dark

dry room at a temperature of from 40 degrees to 50 degrees is most favorable for retarding chemical action in the rubber tread, side walls and the adhesive "friction" stock between the layers of fabric.

When the car is laid up for the season, or for other reasons is not used for several weeks, the stale air should be removed from the tires. Partially inflate with fresh air—enough to round out the tires, and cover with muslin or other material to protect from the light. The weight of the car should be supported by blocks or jacks so that there will not be any weight on the tires.

If the tires be removed from the wheels, have a competent repair man lock them over carefully and give such attention as may be necessary then wrap with paper or burlap.

Before using tires again examine them carefully for cuts on the outside remove tacks and small nails, reinforce any small breaks in the fabric inside and lubricate fabric, also in inner tube, with powdered mica. Make sure that rims are not dented or other wise irregular. Apply a thin solution of graphite, shellac and alcohol.

MOTOR HONKS

By Otto Horne

Very often trouble with the car-burner can be eliminated by removing the pipe line and cleaning same. Usually there is a strainer at the base of the carburetor or at some point in the pipe line. This strainer or trap frequently becomes clogged to such an extent that the carburetor does not obtain sufficient flow of gasoline. Before changing the adjustment of the carburetor it is advisable to determine whether there are any obstructions and remove same from the line.

Service from tires may be increased by changing the front tires to the rear and the rear tires to the front after reasonable wear. The rear tires work under the driving strain and wear out more rapidly. The front tires simply roll and have less work to do. By changing the rear tires forward the service from these may be increased considerably.

When gear cases of differential housings are provided with vents to permit the escape of air under pressure that results from heating care should be taken to see that the vents are kept free. Not infrequently careless painters cover the screen that generally is fitted to the opening, which makes it as good as no opening at all.

Plans are under way at San Francisco for a speedway. The California Speedway association has met with encouragement from the automobile fraternity and especially the trade and a site is being sought. This speedway will provide winter employment for the drivers who will also have other racing all through California on the road and track and on boulevard courses.

Too much grease in the transmission is likely to make the parts as moist as noise is too little. It is poor practice to fill transmission cases to the brim in an attempt to silence the noisy growl from the gears. The better way is to fill the case about half way, unless the manufacturer recommends some other limit.

Frequent adjustment of the spark plug points will often obviate a disagreeable miss in the motor when driving. If a plug is foul or the points too far apart a miss is bound to result. Very often the carburetor or magneto is blamed when the source of trouble really lies in the plugs.

PATHFINDERS FOR HOLLAND

Barend J. Tendam, an automobile dealer of Holland, was recently in this country and among his purchases were 10 Pathfinder cars to be shipped to Asiatic colonies of his country.



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HAS THIS POLICY

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A DAY — NO HIGHER
ONE OR TWO PERSONS

20,000 EMPLOYEES OF FIRESTONE CO. HOLD BIG PICNIC

Employees of the Firestone Tire & Rubber Company and their families, to the number of 20,000 gathered at beautiful Silver Lake Park, near Akron, O., Saturday, July 29, for the big annual Firestone outing. It has been the custom of H. S. Firestone, president of the big rubber company bearing his name, to give his thousands of employees a big, joyful holiday each year at the expense of the company. The rapid growth of the company is making the attendance at these picnics greater every year and the handling of 20,000 persons is no small undertaking. There was not a dull moment in the big event and the committee in charge arranged a program that provided entertainment and action from morning until night. Various competitive games and races were indulged in and cash prizes aggregating several hundred dollars were distributed by the company to the winners.

The time honored baseball game between the factory and general office department resulted in a scrappy contest for a \$100 prize and went 11 innings, with final victory for the factory men. Foot races, novelty races, water sports, rowing and swimming and a special grapple pole walking event were some of the features that kept the big crowd interested throughout the day. Complimentary tickets for practically everything were furnished by the company, providing free transportation to and from the park, entitling the Firestonites to ice

cream cones, rides on the merry-go-round, figure "8," miniature railway and other attractions. Several bands furnished music and the evening was taken up with dancing. The picnic custom is an old one with the Firestone Company and is one of the many ways in which the executives promote the Firestone spirit of mutual loyalty and loyalty.

OAKLAND CONVENTION

Branch managers for the Oakland Motor Car Company recently held a meeting in Pontiac. Among those in attendance were: E. J. Kilborn, Chicago; A. B. Tenbrook, Kansas City; R. S. Shoup, Indianapolis; R. L. Losey, Minneapolis; Z. S. Vertner, Philadelphia; W. R. Tracy, Pontiac.

PANTASOTE ON CHALMERS

The Pantasote Company has closed a contract with the Chalmers Motor Company whereby Pantasote will be standard top material on the new Chalmers model 7-22.

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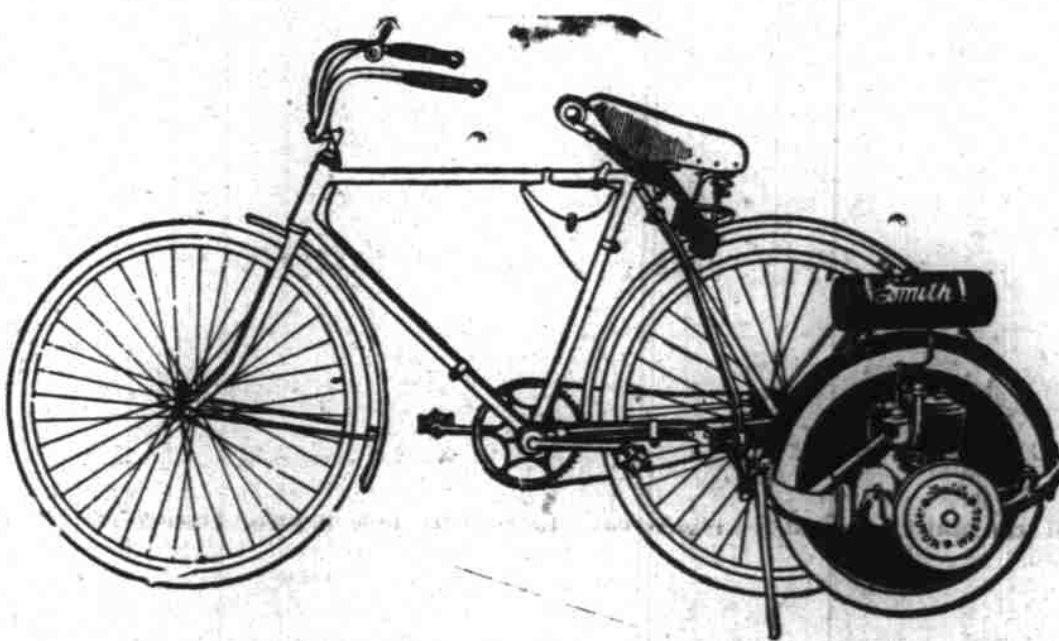
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Suggestions given for simplifying or systematizing office work. All business confidential.

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The Lukens Iron & Steel Co.'s new plate mill now being built at Coatesville, Pa., will be able to handle plates 192 inches wide.



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